

**GOVERNMENT OF INDIA
DEFENCE
LOK SABHA**

STARRED QUESTION NO:55

ANSWERED ON:04.12.2003

CRASH OF AIRCRAFT

ASHOK KUMAR SINGH CHANDEL;GANGASANDRA SIDDAPPA BASAVARAJ

Will the Minister of DEFENCE be pleased to state:

- (a) the number of defence aircraft crashed during 2003 till date, category-wise and place-wise;
- (b) the number of pilots and civilians who lost their lives in such accidents and compensation paid to the dependents of the deceased;
- (c) the reasons for each accident and outcome of the enquiries conducted in each case;
- (d) whether the Government have got these aircraft inspected;
- (e) if not, the reasons therefor;
- (f) whether any responsibility has been fixed in each case;
- (g) if so, the details thereof;
- (h) whether the Government propose to phase out ageing MiG aircraft; and
- (i) if not, the reasons therefor ?

Answer

MINISTER OF DEFENCE (SHRI GEORGE FERNANDES)

(a) to (i): A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO LOK SABHA STARRED QUESTION NO. 55 FOR 4-12-2003.

The details of Category-I accidents of defence aircraft which occurred during the calendar year 2003, the reasons thereof and number of pilots and civilians killed in such accidents, are given in the Annexure.

The dependents of pilots and civilians killed in such accidents are paid compensation as per Rules in force from time to time.

After every accident, a Court of Inquiry (COI) is set up to inspect the aircraft and find out the cause of accident. If the accident is due to Human Error then necessary remedial action is initiated. In the case of accidents resulting from Technical Defects, action is initiated after consultations with HAL/Original Equipment Manufacturer (OEM).

In the case of the accidents which occurred on 28th Jan, 4th June and 14th July 2003 (Sl. Nos. 2, 6 & 9 in the Annexure) which were attributable to human error, no action could be taken as the pilots were killed in the accidents. In the case of the accidents on 22nd Jul 2003 (Sl. No. 10 in the Annexure), necessary action against the pilot is in progress.

The phasing out of MiG aircraft is a continuous process as all aircraft are phased out after the completion of their Total Technical Life.

Annexure referred to in the Statement given in reply to Parts (a) to

(i) of Lok Sabha Starred Question No. 55 for 4.12.2003

Sl.No	Date of accident	Aircraft	Service	Place of accident	Cause of accident	Number of pilots killed	Number of civilians killed
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1.	24th Jan	03 Cheetah Helicopter	Army	Baroda	Technical Defect	NIL	NIL
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2. 28th Jan 03 Jaguar Air Force Nal (Bhuj) Human Error (Aircrew) 1 NIL
3. 26th Mar 03 Seaking Navy Goa Coast COI not finalized NIL NIL
Helicopter
4. 4th April 03 MiG-23 Air Force Halwara Technical Defect NIL 7
5. 7th April 03 MiG-21 Air Force Ambala Technical Defect NIL NIL
6. 4th June 03 MiG-21 Air Force Uttarlai Human Error (Aircrew) 1 NIL
- 7 18th June 03 HPT-32 Air Force Tambaram Technical Defect NIL NIL
8. 7th July 03 MiG-23 Air Force Halwara Technical Defect NIL NIL
9. 14th July 03 MiG-21 Air Force Srinagar Human Error (Aircrew) 2 NIL
10. 22nd July 03 Jaguar Air Force Ambala Human Error (Aircrew) NIL NIL
11. 31st July 03 Chetak Air Force Hakimpet Technical Defect 2 NIL
12. 24th Aug 03 Sea Harrier Navy Goa Coast COI not finalized NIL NIL
13. 6th Nov 03 Kiran Air Force Hakimpet COI not finalized 2 NIL
14. 28th Nov 03 MiG-21 Air Force Nal (Bhuj) COI not finalized NIL NIL